

處長報告

DIRECTOR-GENERAL'S REVIEW



自二零零四年四月本人出任民航處處長以來，這是第五份回顧民航處工作的年報。過去五年，航空業不論在飛機升降量、客貨量，以至營業中航空公司及航站數目，均穩健增長。民航處在協助業界應付日增的服務需求方面，亦取得長足進展。為進一步鞏固香港的航空領導地位，我們積極舉辦國際及區域會議，並與海外機關訂立合作安排。為未雨綢繆，配合航空交通持續增長，以及更妥善履行規管者及航空交通管制(空管)服務提供者的職責，我們正着手更換現有空管系統和興建民航處新總部，應付直到二零二五年及更長遠的航空交通需求。

二零零八/零九年度，受到金融海嘯及隨之而來的經濟不景氣影響，航空業承受沉重壓力。二零零八年九月全球金融危機發生後，增長情況全面逆轉。商務及觀光旅遊，特別是高檔市場繼續收縮。香港國際機場(機場)的飛機總升降量跌至296 183架次，較上一個財政年度下跌1.1%。客運量亦下跌2.3%至4 630萬人次。航空貨運量跌幅尤為顯著，大減10%，跌至340萬噸。情況最嚴峻時，每月貨運量更錄得高達29%的跌幅。

I am very pleased to report that this is the fifth annual review since my appointment as the Director-General of Civil Aviation in April 2004. Over the past five years, the aviation sector has enjoyed a very wholesome growth in terms of aircraft movements, passenger and cargo throughputs, number of operating airlines and destinations. The Department has achieved good progress in facilitating the industry to cope with the increasing service demand. To further strengthen Hong Kong's leading position in aviation, we have played a more active role in organising international and regional conferences and establishing co-operative arrangements with overseas authorities. To go one step ahead of the continuous traffic growth, and to better perform the roles both as a regulator and an air traffic control (ATC) service provider, actions are now in hand to replace the existing ATC system and develop a new CAD Headquarters which will cater for the demand up to at least the year 2025.

In 2008/09, the aviation industry was subject to tremendous pressure as a result of the financial tsunami and the subsequent economic downturn. The growth trend was utterly reversed following the global financial crisis in September 2008. Business and leisure travel, in particular the premium market, continued to shrink. The total number of aircraft movements at the Hong Kong International Airport (HKIA) dropped to 296 183, representing a decline of 1.1% over the last financial year. Passenger throughputs also dropped by 2.3% to 46.3 million. Contraction in air cargo volume was particularly prominent, with a significant decline of 10% to 3.4 million tonnes. During the most difficult time, a drop as much as 29% was recorded on monthly cargo throughputs.

Despite the weakening traffic demand, the Department was constantly looking for ways to improve efficiency and service standard. During the period under review, we have achieved a number of important milestones resulting in benefits to the aviation industry as a whole.

The most notable one was the amendment to the Air Navigation (Hong Kong) Order 1995 (AN(HK)O), which came into effect on January 1, 2009. Legislations relating to airworthiness, aircraft equipment, safety management, data preservation, personnel licensing, multi-crew pilot's licence and Article 83 bis of the Chicago Convention would be updated to keep abreast of the latest requirements of the International Civil Aviation Organization (ICAO) and best practices adopted by other major civil aviation authorities.

雖然空運需求放緩，本處人員從未鬆懈，依然設法提高效率及服務水平。本報告年度內，我們達到多項主要目標，令航空業整體受惠。

最值得留意的是，《1995年飛航(香港)(修訂)令》於二零零九年一月一日生效。有關適航、飛機設備、安全管理、數據保存、簽發航空人員執照、多機組飛行員執照，以及《芝加哥公約》第83分條的法例亦會更新，以配合國際民用航空組織(國際民航組織)最新規定，以及其他主要民航機關採用的最佳做法。

二零零八年四月，民航處成立新的航空交通工程及標準部，取代前工程及系統部，以便匯集空管、電子工程、資訊科技及監管航空交通管理的專家，進一步提升香港空管系統的協調及運作效率。

為確保航空公司善用獲配的機場升降時段，本處在二零零八年七月接辦航班協調員的工作，並根據《國際航空運輸協會全球航班協調指南》，採用中立、透明及公正的機制，協調航班。

民航處亦與業界緊密合作，推行安全管理系統，透過危險及風險管理，有系統地持續改善航空安全。《1995年飛航(香港)(修訂)令》加入這項國際民航組織的最新要求，規定香港所有航空公司及維修機構最遲在二零零九年一月一日設立安全管理系統。各相關機構都順利推行該系統，並得到本處認可。

二零零八年八月，民航處與新加坡民航局簽訂《航空維修技術安排》，延續雙方在二零零四年簽署的諒解備忘錄，把兩地互相確認航空維修機構的資格覆蓋範圍擴大，涵蓋所有飛機、引擎及組件的維修。香港至今已與中國內地、澳門特別行政區、加拿大及新加坡訂立相若的飛機維修機構互認安排。

Within the Department, a new Air Traffic Engineering and Standards Division was established in April 2008 to replace the former Engineering and Systems Division. It was an initiative to consolidate experts from ATC, electronic engineering, information technology, and air traffic management regulation with a view to further enhance co-ordination and operational efficiency in maintaining our ATC services.

To ensure efficient utilisation of slot allocation at the HKIA, the Department took over the role of Schedule Coordinator in July 2008 and has adopted a neutral, transparent and non-discriminatory schedule coordination mechanism in accordance with the International Air Transport Association (IATA) Worldwide Scheduling Guidelines.

The Department was also working closely with the industry to initiate the implementation of Safety Management System (SMS), which adopts a systematic way to continually improve aviation safety through hazard and risk management. This latest ICAO requirement was mandated under the amended AN(HK)O of which all Hong Kong airline operators and maintenance organisations must have in place their SMS by January 1, 2009. I am pleased to report that all the organisations involved had successfully implemented their SMS with CAD's acceptance.

In August 2008, the Department signed a Technical Arrangement on Aviation Maintenance with the Civil Aviation Authority of Singapore, an extension of the Memorandum of Understanding signed by both parties back in 2004. The scope of mutual recognition of approvals of maintenance organisations was expanded to cover all aircraft, engine and component maintenance. To date, Hong Kong has made similar mutual recognition arrangements on aircraft maintenance with Mainland China, Macao SAR, Canada and Singapore.

As regards ATC operations, Hong Kong introduced a new reduced longitudinal separation standard on Airways L642 and M771 in July 2008 to further enhance the capacity of the two air routes and increase the opportunities for flights to cruise at their optimum levels. The declared runway capacity at the HKIA was progressively increased to 56 movements per hour since October 2008 and 57 since March 2009.



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至於空管運作，二零零八年七月，我們縮小L642及M771航路的縱向間隔標準，進一步提高兩條航路的容量，並讓航班可在最佳高度層巡航。機場的跑道容量自二零零八年十月以來遞增至每小時56班，自二零零九年三月以來再增至每小時57班。

本處亦全力支持奧運會及殘疾人奧運會的馬術賽事，准許航機運載奧運會火炬，又於沙田、雙魚河比賽場地及奧運村設立飛行限制區，盡量減低賽事受到的干擾。

此外，二零零九年二月二十六日至三月六日，國際民航組織到港進行全球安全監察審查計劃，香港取得美滿成績，令人鼓舞。本港安全監察系統成效卓越，有賴民航處與業

The Department also gave full support to the Olympic and Paralympic Equestrian Events. An exemption was granted for the Olympic Game torch to be carried on board and restricted flying zones were imposed at the competition venues at Shatin and Beas River and the Olympic Village to minimise interruptions during Event periods.

It is also worth pointing out that Hong Kong achieved a very encouraging result in the Universal Safety Oversight Audit Programme conducted by ICAO from February 26 to March 6, 2009. With the concerted efforts of the Department and all industry partners to maintain a highly effective safety oversight system, Hong Kong achieved a remarkable score of 94.47% as compared to the global average of 57%. Nevertheless, the Department will continue



界伙伴群策群力。本港安全監察系統得分為94.47%，與全球平均得分57%相比，成績驕人。民航處會繼續與國際民航組織及業界伙伴緊密合作，維持並提升香港航空系統的安全標準。

本處現正推展更換空管系統和興建新總部大樓計劃。計劃對維持航空業的長遠發展，以及保持香港的競爭優勢，至為重要。新大樓採用「設計和建造」模式興建，計劃規模龐大複雜，但進展良好。

本署同仁多年來緊守崗位，敬業樂業，表現出色，謹此衷心致謝。香港能夠維持安全高效的航空運輸系統，全賴業界伙伴對本處一直鼎力支持，通力合作，在此深表謝忱。

本人深信民航處會一如既往，精益求精，並與業界攜手合作，致力維持香港作為國際及區域航空樞紐的地位。



民航處處長
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to work closely with ICAO and all industry partners to sustain and improve the safety standards of the Hong Kong aviation system.

The CAD Project to replace the ATC system and develop a new CAD Headquarters was already in the pipeline. This project is vital to sustain the long-term growth of the aviation industry and to keep Hong Kong at the cutting edge of the competition. A design-and-build (D&B) approach was adopted for construction of the new Headquarters. Despite its scale and complexity, the project was making steady progress.

Last but not least, I would like to express my heartfelt appreciation to all colleagues for their outstanding performance, professionalism and commitment shown over years. Many thanks also to our industry partners for their unfailing support and co-operation, which are essential to maintaining a safe and efficient air transport system in Hong Kong.

This concludes my fifth Director-General's review and I am confident the Department will continue to strive for excellence and work with the industry in maintaining Hong Kong's status as an international and regional aviation hub.

Mr Norman Lo Shung-man, JP
Director-General of Civil Aviation

